



*a WYDOT publication*

# Interchange

May 2007, Vol. 35, Issue 5

WYDOT weathers  
monster storm

See Page 8



## Interchange

*Interchange* is published for employees of the Wyoming Department of Transportation by its Public Affairs Office and a number of field correspondents.

*Interchange* invites submissions from all employees. Please send them to either your district correspondents or to: Kelly Etzel Douglas, *Interchange* editor, 5300 Bishop Blvd., Cheyenne, WY, 82009-3340. The Public Affairs Office may also be contacted by phoning (307) 777-4165, faxing (307) 777-4289, or sending e-mail to kelly.douglas@dot.state.wy.us



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## Kudos to District 4

Dear Wyoming Transportation Commission Members:

I am writing to commend your local WYDOT office, District 4, based in Sheridan.

Recently we received nearly 36 inches of snow in just slightly over a 36-hour period. As is typical in this type of situation, we coordinated our response with other agencies including WYDOT and District Engineer **Mark Gillett**.

Visibility on the highway systems was limited, with drifting snow, as a consequence of 50 mile-an-hour winds. At some point it was determined by WYDOT to pull their resources from the highway system. We, at the same time, realized that we would be hard-pressed even to keep emergency routes open within the city of Sheridan.

We asked District Engineer Mark Gillett if it was possible that they might render assistance to us until his equipment went back out on the highways. He readily offered to lend us this assistance.

WYDOT crews assisted us both overnight Wednesday and Thursday. During the time that we had them it was like seeing the cavalry come up over the hill! This storm event stretched our local resources to the limit.

I can tell you that the WYDOT response made all the difference — we were able to keep emergency routes and main thoroughfares open. You can well appreciate how important it is to a community to be able to get fire trucks and ambulances out as needed, particularly when there are downed power lines, a large number of crashes and the like.

We do understand that the first call for those resources is the highway system, and we greatly appreciate them being made available to this community when time and circumstance allowed, as Gillett so generously did.

A tip of the hat and a big Thank You from the entire Sheridan community to the Wyoming Department of Transportation, and in

particular, your district office and District Engineer Mark Gillett, District Maintenance Engineer **Larry Konetzki** and Area Maintenance Supervisor **Cliff Gorzalka**.

**Dave Kinskey, Mayor  
Sheridan**

## D4 works through storm

To Whom It May Concern:

I am writing this letter to give your road crews kudos for the way they keep the roads clear.

My daughter and I drove the I-25 corridor through Sheridan on March 31. We then got on US 14 to Lovell. Your road crews did such a nice job on plowing and clearing the roadways. We were amazed! We came back to Colorado from Lovell, driving on US 20 through to Casper. Again the roads were clear.

It would certainly be nice if your people could teach our people how to plow snow off the highways and streets without leaving half of the snow piled on one of the lanes.

Thank you for doing a super job! It was a pleasure driving on your highways.

**Fay Jacobsen  
Commerce City, Colo.**

## Clean streets appreciated

Dear **Jim Thomas**:

The Cowley Town Council appreciates your effort to help keep our community clean of debris along Main Street. Many thanks for the street sweeper services provided by your department in March.

**Cowley Mayor Roland Simmons and Council Members Carolyn Barnes, Peggy Rasmussen, David Banks and Tim Jones.**



## Cool under fire

Tom Loftin:

Today I went to Driver Services in Sundance to get a state identification card. I am writing to say what an impressive employee **Jenelle Larsen** is. There were four people there ahead of me, and five others came in shortly after me. Larsen was working alone, but she took care of all of us in a highly-organized and efficient manner. I don't think anyone felt like they were being ignored or had a long wait ahead of them. She greeted each person as they arrived and got the paperwork started right away so things kept moving.

She has tremendous job knowledge, organizational skills and a sense of humor.

I wish I could authorize a big fat raise for her, but instead I'm just letting you know how much I appreciated her work.

Joann Safford

## Game day success

Kit Westbrook and Ross

Doman,

I wanted to thank both of you (and the rest of the WYDOT crew for that matter) for your help yesterday. I have received multiple e-mails about how many extra plows and troopers were out working last night. Your efforts to keep the roadways clear and safe for our fans are much appreciated.

**Brett Befus, senior marketing coordinator, University of Wyoming Athletic Department**

*Editor's note: District 1 kept in contact with University of Wyoming Athletics announcers during the WNIT semifinals against Kansas State University, March 28. Westbrook relayed information to the University as road conditions changed so that announcers could update fans in the arena. Doman sent a press release ahead of the game, warning fans of forecasted snowfall in southeast Wyoming.*

## Goodbye to my co-workers

To all of my fellow employees, I have worked at WYDOT Facility Maintenance for 22 and-a-half years.

I have met many people whom I will never forget. With my being a plumber, my work has taken me to the three Cheyenne ports of entry, I-25 Travel Center and all the buildings at WYDOT. I have also met a lot of very nice people at EPA and DEQ with my water license.

That is a lot of people. I used to know each and every one that worked here, but now there are so many new ones I can't keep up.

I would just like to say thank you and that it has been a good ride. It's time for me to start working on rebuilding my cars and hot rods, doing more gold panning and dredging and spending more time at our place in Centennial. Now, that's what I call retirement.

I'm hoping to see some of you around sometime (in all probability, at the auto parts store).

**Jon Hendrickson**  
Facility Maintenance

## Thank you for sick leave

Editor:

I would like to extend a big thank you to all the WYDOT employees who donated sick leave to my wife, Barbara Abernathy.

Barbara works in the kitchen for the Wyoming State Training School in Lander.

She had to undergo surgery on her arm Jan. 20, and it took a lot of time to heal. She is recovering well, and hopes to return to work on April 29.

Both she and I appreciate all the donations, and the well wishes she received.

**Fred Abernathy**  
Lander Striping

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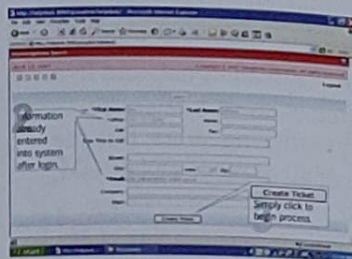
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Photo by Scott Petrie

## Cover: Vehicles stranded on US 14

Scott Petrie, a lieutenant with Johnson County Search and Rescue, took this photo during an aerial sweep of US 14, east of Sheridan on Jim Creek Hill, on March 30. The occupants had been rescued the day before. Petrie, of Buffalo, flew in a small plane with volunteer pilot Chris Garland four days in a row to check for stranded motorists in Johnson and Sheridan counties.

For more on the storm that hit northeastern and central Wyoming on March 28-30, see Pages 8-12.

## Correction

The April *Interchange* cover photo was taken by Jamie Welch of Dubois Engineering, not Zan Zwemer. When the photo was taken, Welch was working with Lander Engineering. The *Interchange* apologizes for the error.



## Warrants served on D3 roadways

ROCK SPRINGS — The Wyoming Highway Patrol apprehended two fugitives wanted on out-of-state warrants in two consecutive weeks.

On March 28, troopers arrested 31 year-old Clint E. Baker from Crockett, Texas, after receiving information that Baker might be driving in the Rock Springs area. Baker was wanted on a warrant for first-degree murder from McAlester, Okla. He was apprehended while driving a commercial tractor-trailer on I-80, approximately 40 miles east of Rock Springs.

On April 2, the patrol arrested George C. Andrews, 45, of Rock Springs. After stopping him for traveling 90 mph in a 65 mph zone on WYO 372 north of Green River, a trooper learned that Andrews was wanted by the Brazoria County Sheriff's Department in Angleton, Texas, on a nationwide felony warrant for assault causing bodily injury.



## Spring snows bring delays to Rock Springs project

ROCK SPRINGS — The recent springtime snow brought some much needed moisture to the area, but also brought delays for contractors working on the Interstate 80 Rock Springs Marginal Pilot Butte/Dewar Drive project.

Brad Benson, project supervisor for the prime contractor, Upper



D3



Millions of dollars were seized by troopers on April 7.

## WHP seizes about \$3.25 million

CHEYENNE — A traffic stop on westbound Interstate 80 two miles east of Cheyenne has resulted in the seizure of approximately \$3.25 million in U.S. currency.

The currency was seized after a trooper made a vehicle stop of a Dodge pickup truck around 5 a.m. April 7. The driver, 32 year-old Rusty Boschee, was stopped for speeding 79 mph in a 75 mph zone and for having an obscured license plate. During the stop the trooper requested assistance from a Laramie County Sheriff's K-9, which alerted to its handler near the rear of the pickup.

In the bed of the pickup, officers discovered eight suitcases, all filled with U.S. currency. Neither Boschee nor his passenger, 40 year-old Michael Burns, could explain the large amount of currency or why they were in possession of it. Both denied any knowledge of the currency or who the owner of the currency might have been.

Troopers and special agents with the U.S. Drug Enforcement Administration (DEA) seized the eight suitcases containing the currency. Boschee and Burns were not charged with any crime at the time of the stop, and both were allowed to proceed on their journey.

The exact undisclosed amount will be held for a period of approximately six months for the rightful owner to file a claim for the money. If no one files a legitimate claim during that time period the government will then begin an asset forfeiture proceeding. After that time the money will be divided up among the law enforcement agencies involved in the seizure and the investigation process.

It is believed that the currency came from assets that were derived from, or were used to facilitate criminal activity. The currency could have been proceeds from drug trafficking activities, organized crime or money laundering.

Currency smuggling is a federal offense. Bulk cash smuggling is defined as concealing and smuggling or attempting to smuggle more than \$10,000 in currency or monetary instruments into or out of the United States with the intent to evade the reporting requirement. Bulk cash smuggling is punishable by imprisonment of not more than five years and forfeiture of all property, real or personal, involved in the offense or traceable to the offense.



## Briefs, continued from Page 5

Plains Contracting, Inc., said after consulting several weather forecasters, work scheduled for the week of April 2 was pushed back a week because of snow and rain.

## WYO 414 reconstruction moves forward

MOUNTAIN VIEW — As the weather gets warmer, many people will be heading down to Flaming Gorge on WYO 414 for outdoor recreation. Before they reach the gorge, they will find a road reconstruction project that will cause minor delays and restrictions.

The work on the approximately 10-mile section south of Mountain View, has been ongoing throughout the winter as possible. With this type of construction, there are many delays, although WYDOT tries to minimize the inconveniences to those who need to use the route while it is under construction.

"We want people to be aware, alert, and cautious as they proceed through the work zones," said Lony Sellers, WYDOT engineer for the project.

The project covers a broad scope of work on 9.96 miles south and east of Mountain View. Basically, the work will bring the roadway up to current WYDOT standards. The project includes replacing and extending drainage structures, changing some of the alignment, adding shoulders, a bridge replacement over Cottonwood Creek, and adding a pedestrian path, Sellers said. Fencing, guard rails, cattle guards and signs are also scheduled to be updated with this project.

Due to the nature of the construction, there is a width restriction of 12 feet on WYO 414. Periodically, flaggers and appropriate traffic control devices will be in place during daylight hours over the next few months. Weekly



Contractors finished concrete on sidewalks along the south half of Big Horn Avenue in April in Cody.

## Big Horn Avenue improvements

CODY — Road improvements between West Cooper Lane and Roberts Street were moved to the north half of Big Horn Avenue on April 16, on the 16th Street/Big Horn Avenue highway improvement project in Cody, according to Todd Frost, WYDOT resident engineer in Cody.

"Two-way traffic will be carried on the crushed gravel base on the south half of the road while the north half is being reconstructed," Frost said.

The crushed gravel base has been coated with a dust-control agent.

Weather permitting, existing asphalt pavement on the north half of Big Horn Avenue between West Cooper Lane and Roberts Street was scheduled for rotomilling in April also.

"All work is dependent on favorable weather," Frost said. "Reconstruction of this area will be completed through crushed gravel base and curb and gutter prior to WYDOT allowing the contractor to move any further west on this highway improvement project."

Subcontractor Three Sons Construction continues work on irrigation systems throughout the project.

The \$11.3 million project to reconstruct 16th Street and Big Horn Avenue, formally known as US 14A, is taking place between milepost 0.0 (Sheridan Avenue/16th Street intersection) and milepost 2.20 (West Cooper Lane). The highway improvement project consists of full reconstruction, including storm sewer, curb and gutter and sidewalk, lighting, and irrigation work.

Reiman Corp., of Cheyenne is the project's prime contractor.

Contract completion date for the two-year project is Oct. 15.

updates on the progress will be posted on a bulletin board at the Mountain View City Hall on the south side of the building.

The contractor for the project is E.H. Oftedal, who was awarded the bid for \$13,071,585.05. The project

is scheduled for completion on or before Nov. 30. The project will require moving 520,000 cubic yards of dirt, 104,000 cubic yards of base material, and about 51,000 tons of asphalt pavement.



## Striping crews beginning spring, summer work

RIVERTON — WYDOT road-striping crews have started painting center line and edge line markings on highways south of Wind River Canyon.

This spring's striping start, postponed by inclement spring weather, began April 9 on US 287 between Lander and Diversion Dam Junction.

The paint used to stripe Wyoming highways is temperature-sensitive, and the surface temperature of the road must be at least 50 degrees for crews to lay the paint on the road surface.

"Please drive carefully near striping operations," said Cody Beers, WYDOT public involvement specialist. "All trucks in the striping convoy are clearly marked with Wet Paint signs."

On a warm spring day with temperature in excess of 40 degrees, the newly applied paint takes less than a minute to dry. On a hot

summer day, the paint dries within seconds of hitting the pavement.

WYDOT's goal is to maintain safe, well-marked roads. Highly visible center line and edge line markings make a big difference, particularly in adverse driving conditions, according to Beers.



D5

## Groups kick off Adopt-A-Highway

RIVERTON — With the advent of spring, the Wyoming Department of Transportation is kicking off the 2007 Adopt-A-Highway program, according to Cheryl Argento, WYDOT Adopt-A-Highway liaison in Basin.

Through the program, companies, churches, service clubs and organizations "adopt" a 2-mile stretch of highway and periodically clean up the highway right of way. Currently, 213 separate groups

have adopted 426 miles of highway in northwestern Wyoming.

May marks the 18th anniversary of Wyoming's Adopt-A-Highway program.

Wyoming's Adopt-A-Highway program is modeled after the nation's first Adopt-A-Highway program, which was initiated in Texas in 1985. Each participating group signs an agreement to pick up litter two times per year for at least two years, and WYDOT workers erect road signs recognizing the group along the adopted road section.

Adopt-A-Highway volunteers must obey all safety laws and regulations and conduct at least two safety meetings annually. WYDOT supplies volunteers with orange safety vests and orange trash bags, and WYDOT personnel remove the litter after volunteers bag it.

"The Adopt-A-Highway volunteers serve a vital role in WYDOT's litter-mitigation efforts," said Argento. "The program is also a great opportunity for Wyoming's citizens to demonstrate their pride in Wyoming highways and Wyoming scenery."

## WYDOT Outdoors

Round up your outdoors stories and photos to share. Send submissions for the WYDOT outdoors feature to [kelly.douglas@dot.state.wy.us](mailto:kelly.douglas@dot.state.wy.us).

Deadline June 15.





Photo by Scott Petrie

A cow wanders US 14, east of Sheridan on Jim Creek Hill, on Friday, March 30. The cow was part of a herd released into a nearby pasture after the tractor-trailer it was in became stranded on the road. Scott Petrie, a lieutenant with Johnson County Search and Rescue, took the photo during an aerial sweep of the area. Drivers and passengers of the vehicles stranded on US 14 were rescued on the afternoon of March 29. Some were stranded in their vehicles for 24 hours before they were rescued.

# Against the odds

## When a monster blizzard shuts down District 4, plow drivers perform miracles.

The men and women traveling along Wyoming highways in a plow may not at first appear to be your heroes but, as I tell these stories, I hope to change your mind. These events all occurred in late March during the Big Storm.

### WYDOT crews rescue 30

More than 30 people were stranded along US 14 on the south side of Jim Creek Hill about 15 miles east of Sheridan. The people had been stranded in their cars in deep snow since around 11 a.m., Wednesday, March 28. US 14 out of Sheridan was impassable in spots, even in plow trucks, to milepost 13. This was creating a problem on how to rescue the



**PI**  
**Undercover**  
by Ronda  
Holwell

people stranded beyond milepost 15. The only other way to these vehicles was via US 16 east out of Buffalo and then turn onto US 14. On Thursday morning, WYDOT plows cleared the way for search crews, who hauled the people out in buses, suburbans and pickup trucks. Plows were driven by Dennis Thorson and Jim Hulett from Buffalo Maintenance and Doug McLean from Sheridan Maintenance. McLean had been stranded in Buffalo due to the storm, so he climbed in a Buffalo plow and started to help where he could. It took these plows most of the day Thursday to rescue these motorists. They were also able to save a tractor-trailer load of cattle by opening the truck and herding the cattle into a nearby pasture. Though just plow operators to some, to the 30 or so



members of the traveling public and their families stranded along US 14, these guys can be classified as heroes.

## Pregnant woman stranded

Under clear conditions it would have taken a fraction of the time, but ambulance drivers and road crews from WYDOT and Johnson County endured more than five hours in blizzard conditions to rescue a pregnant woman. WYDOT plow operators Tony Morris and Adam Davis plowed the way for ambulances to reach a woman who was seven months pregnant. Her husband was stranded in Buffalo and she was without power, running water, heat or any form of communication.

## Insulin to Clearmont

On Friday, March 30, a registered nurse from Clearmont called needing insulin for a girl who was staying with her as she had been out since the previous day. Arrangements were made to pick up the insulin and get it on a truck as soon as possible. Two WYDOT trucks had gotten the road opened to Ucross, but were waiting for a V plow to help out further east. The V plow was in the Buffalo shop being repaired, so they came back to the shop to get more sand. The nurse called back to advise the girl was really sick and needed the insulin as soon as possible, so Vicky Gearhart, construction tech and radio operator from Buffalo, made arrangements with her to have two people on snow machines meet the WYDOT truck in Ucross. Frank Peck was the driver that went to Ucross on this mission.

## Family reunited in ICU

The only critical injury in the multi-car pileup along I-90 on Wednesday morning was Annie Lofgren, a Tongue River High School student who had been following the school's bus. Her pelvis was broken in six places in the crash. She was immediately transported to the Johnson County Hospital in Buffalo. WYDOT had closed all roads between Buffalo and Sheridan, preventing Lofgren's parents from getting to the hospital from Dayton. Lofgren was in the intensive care unit and needed to be transported to Casper for surgery as soon as possible.

On Thursday, the Lofgrens came into the WYDOT office to see if there was any way we could help them get to Buffalo. We did not have plows running on I-90. We made arrangements with the Lofgrens that if WYDOT could plow WYO 345 out to Story and then on to the interchange at Piney Creek, then Buffalo plows would pick them up and escort them on it to Buffalo. This was Lofgren's only chance to get to the hospital and they were willing to be patient and risk it.

Two WYDOT plows, driven by Gene Collins, crew supervisor for Sheridan Maintenance, and Mike

**Storm family, continued on Page 10**



Photo by Mark Baumgartner

Mark Baumgartner, foreman for District 4 signing crew, took this photo of the multiple-vehicle crash on I-90 at Piney Creek two days after the crash. The bus that had carried Tongue River High School students is shown in the center.

# Working "The Big Storm"

## Holwell describes the action from inside District 4.

SHERIDAN — The Weather Service had warned that a severe snowstorm was going to hit northeast Wyoming. They were predicting anywhere from three to 30 inches in Sheridan and Johnson counties. The snow began falling in the early morning hours on Wednesday, March 28.

## Day 1: March 28

When I arrived to work at 8 a.m., the flakes were large and coming down rapidly, however, not much was actually sticking yet, it was just wet. I came in and checked my e-mail and then went over to talk with Lisa Anderson in the dispatch office to make sure we had a communication plan in place for road conditions and closures if the storm got as severe as predicted.

At 8:41 a.m., as I stood in the dispatch office, the call came in via the radio. Plow operator Mike Kobielusz from Sheridan was calling in a multiple vehicle crash on I-90 at Piney Creek between Sheridan and Buffalo as it was occurring. From the sound of his voice you could tell it was a large crash. From that point on, the next four days were extremely hectic, yet exciting.

Sheridan and Buffalo crews immediately closed I-90 between Sheridan and Buffalo. By this time the snow was falling faster, the flakes were getting bigger and the wind was really picking up. Emergency crews from both Johnson and Sheridan counties were dispatched to the crash. The only information we were really getting at this point was; there were numerous cars involved as well as

**Day 1, continued on Page 10**



**Day 1, continued from Page 9**

several semi-tractor combinations and a school bus carrying students from Tongue River High School. There was a diesel spill from one of the semis. WYDOT plow operators were doing all they could to help in this situation, but as they reported to dispatch, the visibility was diminishing from bad to worse in a hurry.

In the dispatch office, the calls began flowing in. I had already contacted the local media in Sheridan and with the help of Vicky Gearhart, construction tech-radio operator in Buffalo, I had contacted the Buffalo-area stations. The intensity of the situation was just beginning. Construction Tech Connie Tucker and Data Controller Debbie Clemens were lending a hand answering calls. Meanwhile, out in the field, WYDOT crews, along with emergency personnel, local sheriffs and wrecker companies were doing their best to clean up this horrific crash.

My job at this time was to keep the news media as informed as possible. By 10 a.m. I had spoken with different media in Sheridan, Buffalo, and Gillette. Local newspapers were trying to get out stories for the day and the radio stations were broadcasting updates on the crash and road closures as they came in. Jim Nations, public involvement specialist in Casper, was helping me with the Casper

*"Dowdy has returned to work and is in one piece."*

**Ronda Holwell**  
D4 public involvement specialist

media. I was also working very closely with Bruce Burrows and the rest of the Public Affairs staff in Cheyenne, who were working with Sgt. Stephen Townsend of Patrol to get out news releases with as much information as we had available.

Around 9:30, we got a call that a school bus had gotten stuck on US 14 east out of Sheridan, so we sent as many resources as we could to deal with the situation. We also had just received word that Rick Dowdy, district finals engineer from Sheridan, had been involved in the multi-vehicle crash. He had left earlier that morning for construction school in Douglas. We did get reports right away that Dowdy was fine, but the vehicle he was in didn't look so good. I might add; that vehicle happened to be

my WYDOT van, and it was totaled in the crash.

Dowdy was picked up by Pat Corley, who was on scene dealing with the diesel spill. We were just thankful Dowdy was unhurt.

Also, we had received word that all 36 students on the school bus were uninjured. The driver received minor injuries. The students were being transported to Buffalo.

I began calling the school districts around 9:20 a.m., advising them that WYDOT was going to start closing roads and there was a no unnecessary travel advisory in both Sheridan and Johnson counties. I called the school districts again around 10:30 to tell them that we were starting to close more roads, and that if the kids were going to get home, they needed to be let out now. The school district did finally release school at noon.

By noon, the I-90 corridor was closed from Montana to Gillette, I-25 was closed to Casper, US 16 east to Ucross was closed, US 16 west above Buffalo was closed and US 14 to Burgess Junction was closed. WYO 343 or "Old 87" from Dayton to Parkman was closed.

US 14 east of Sheridan, where a school bus had gotten stuck, was consumed with stuck and stranded vehicles. Though there is not a road closure gate on this highway, we were reporting it closed and impassable to try and keep as much traffic from going that direction as

**Storm family, continued from Page 9**

Kobielusz of Sheridan Maintenance, left Sheridan along with a loader driven by Larry Mitchell of Sheridan Maintenance. The Lofgrens were following at a distance. It took these three guys approximately four hours to plow 11 miles. At times they would call in to dispatch and report that they weren't going to get through, but they kept pressing on. Finally they were able to reach the Piney Creek interchange.

However, this was only another roadblock for the Lofgrens, because Buffalo crews did not have any plows to send out to escort them in. I got on the radio with Collins, and told Collins this information, which had to come as a disappointment after getting them so far.

Collins did not hesitate at this information. He got

on the radio to Kobielusz and said, "Mike, what do you think?"

Kobielusz said, "I don't care."

Collins replied, "We'll take them."

These two plow operators from the Sheridan crew cleared the way on to Buffalo. By this time it was late and they had to turn around and come back to Sheridan. In the eyes of the Lofgrens these plow drivers are definitely their heroes.

Early Friday, WYDOT plows had cleared enough of I-25 South to let an ambulance gain access to transport Annie to Casper for surgery. Annie came out of surgery and is back home now and doing very well.

*Written by Ronda Holwell, public involvement specialist for District 4.*



possible.

The Gillette area was also starting to get hit with the storm and had closed WYO 50 due to crashes. Just after noon, WYO 59 south of Gillette was also closed all the way to Douglas. US 387 from Wright to I-25 was closed as well as WYO 450 from Reno Junction to Newcastle.

As we were closing all of these roads, WYDOT crews from Sheridan and Buffalo were still working to get everyone off the interstate. By late afternoon, WYDOT went into a rescue and retrieve status; in other words, get the people off the highways and don't worry about their vehicles. The visibility had only gotten worse.

Dowdy and Corley were returning from the I-90 crash, and due to visibility or lack of, ran off the road on Marshall Hill just south of Sheridan. They had to sit there for a couple of hours before WYDOT crews could get back and help them. By late afternoon, Dowdy eventually made it home. However, his day seemed to be just beginning as he decided to replace his glasses he'd lost in the crash, then went out for a little snow blowing of the driveway. This should have been a nice way to end the day, but, Dowdy ended up sticking his hand in the blower to clean out some snow and cut off and broke the end of his finger. This was followed by a trip to the emergency room to sew his finger back on. Dowdy has returned to work and is in one piece.

Final numbers from the multi-vehicle crash were starting to be accumulated, and it turns out there were approximately 60 vehicles involved in numerous crashes within a six-mile radius along I-90. Rick Dowdy counted 32 cars involved in the crash he was in. There were only four people transported to the hospital via ambulance, three of them with minor injuries and one critically injured. When WYDOT crews finally abandoned I-90 they left approximately 30 to 40 vehicles along the roadway.

Even though all roads within



Photo by Richard Warren, Riverton Construction

## Storm reaches central Wyoming

RIVERTON – District 5 was also affected by heavy snow on March 28 to 30. WYDOT crews spent nearly seven hours on Beaver Rim, March 29, digging out two snowplows and moving another plow that broke down. Pictured above, a Park County resident ran the roadblock about 8 p.m. on March 29, on WYO 135 at Muddy Gap and made it to a mile east of Sweetwater Station before becoming stuck in the snow. The driver of the pickup received a \$110 citation from a Fremont County Sheriff's Deputy for running the roadblock, and spent almost 24 hours in the snowbank with his pickup before being dug out March 30 by a WYDOT maintenance worker from Muddy Gap.

Sheridan and Johnson counties with road closure gates were closed, WYDOT crews continued to work late into the evening to try and keep the local connector roads open. I joined Craig Reichert for a plow ride that evening, and we set out on I-90 north to Ranchester. WYDOT had closed I-90 north from Sheridan to the Montana line, however, crews did their best to keep I-90 from Sheridan to Ranchester open to local traffic only. Reichert and I plowed out to Ranchester and then began the process of cleaning US 14 from Ranchester to Dayton. We made several passes before heading back to Sheridan. Upon our return to Sheridan, the wind was really picking up again. I gave the last report to the radio station from the plow

truck that evening.

Crews were all in by 9 p.m. As far as WYDOT knew, the only motorist still on roads were stuck on US 14 east of Sheridan. Most of them had gone to farm houses, including one of our highway patrolmen, Joe Arzy, who had gotten stuck earlier in the day. Cliff Gorzalka, Sheridan's area crew supervisor, and Gene Collins, crew supervisor for Sheridan, had both been out in plow trucks attempting to get to the stranded motorists, but the road was impassable, even in a plow truck. This was the end of Day 1 for WYDOT with the exception of three plows that were going to assist the city of Sheridan throughout the night.

**Day 2, continued on Page 12**



## Day 2, continued from Page 11

## Day 2: March 29

Thursday began early for WYDOT crews. The snow had not let up and the wind continued to blow. Crews continued to keep local connector roads open in and out of the city. All roads that were closed remained closed. Throughout this storm, crews worked long hard hours that sometimes went unnoticed by the public. However, WYDOT crews helped save many lives during this storm or at least got people out of dangerous situations.

Thursday in the dispatch office, where I had set up camp, was by no means quiet. I was keeping in contact with the news media. Newspapers were again trying to meet that day's deadlines and the radio stations continued to broadcast updates. The television station from Rapid City, S.D., continued to run stories and updates. Because the snow was continuing to fall and the wind still blowing, by this time most people had found a warm place to be and were staying inside. Search and Rescue crews from Sheridan and Buffalo were trying to get to the still stranded motorists on US 14. WYDOT crews kept the local connector roads open and came in early that evening to prepare for what we hoped would be a big day on Friday. If the wind quit and provided some visibility, crews would be out clearing the I-90 corridor at 4 a.m. the next morning.

## Day 3: March 30

What a day! WYDOT crews began clearing the I-90 corridor at 4 a.m. Crews made passes over all local connector roads to ensure that they remained open and to clean up any snow that had fallen during the night. The wind and snow had quit and the sun was beginning to shine. WYDOT planned to shift some manpower from other parts of the district to help in Sheridan and Johnson counties. Crews from Newcastle and Sundance shifted over to Gillette, Buffalo and Sheridan to help with cleanup. District 4 also received help from Districts 2 and 5. The first thing crews along I-90 had to do was clean up the remainder of the abandoned vehicles involved in the crash. They also were dealing with six to eight-foot drifts in some areas along the interstate. The only way to move some of the snow was with loaders or rotary plows. The process to open I-90 was clearly going to take some time.

Though the weather was beautiful and was making it great for crews trying to open up the roads, it had hampered the situation in the dispatch office. Because the weather was so nice, people were out and about looking for places to go and things to do. Hundreds of people began calling bright and early on Friday to see if the road was open yet or when we planned to get it open. It was hard for people to understand that it could be Saturday before we would be able to open I-90 and it may take even longer to reopen US 14. I continued to talk with the local media and give them updates as



Photo by Ronda Holwell

WYDOT plows are shown near Story on Friday, March 30, as they reopened roadways in the area.

available.

The long day continued and crews worked a solid 24 hours to reopen I-90. Finally, around 4 a.m. on Saturday morning, crews lifted the road closure gates. It was important that we opened the entire I-90 corridor from Montana to Gillette and I-25 from Buffalo to Casper at the same time. We were expecting an overwhelming amount of traffic. There were reports of approximately 600 semi-trucks waiting in Billings for the road to open.

By Saturday morning all roads in northeast Wyoming were open, except for the mountain passes, US 14 to Burgess Junction and US 16 west to Greybull. Also remaining closed was US 14 east out of Sheridan.

Crews began work on US 14 around 8 a.m. on Saturday and were able to open the road around 6:30 p.m. Most of the snow was removed with a loader and there were 30 or so abandoned vehicles that also hindered plow operations. US 14 to Burgess and US 16 were both opened by 6:30 p.m. Saturday as well.

On Saturday the dispatch office had slowed down considerably. I was still keeping the media informed. KTVQ, a TV station from Billings, came down on Saturday and did extensive interviews with various locals, travelers and WYDOT in kind of a recap of the storm.

In conclusion, I just want to thank everyone who helped complete WYDOT's mission "to provide a safe, high quality, and efficient transportation system" during this storm. Though at times some did not think that we opened the roads fast enough, or for that matter could not understand why we even closed them, I can assure you WYDOT conducted itself in the best interest of the safety of the traveling public.

*Written by Ronda Holwell, public involvement specialist for District 4.*



# Researchers collar moose

## WYDOT is watching movement along the Togwotee Trail

JACKSON — Biologists from the Wyoming Game and Fish Department and University of Wyoming teamed up to capture and fit an additional 20 moose from the Jackson moose herd with radio collars near Moran Junction earlier this winter.

This was an effort to replace 20 Global Positioning System (GPS) collars that automatically fell off the cow moose they were attached to on March 1. These collars are designed to self-deploy and fall to the ground after two years so researchers can recover them and download the data to their computer.

Currently, 52 collared moose are being tracked in the Jackson herd. It's all part of a multi-year moose study designed to look at moose survival, calf production and habitat use.

The Jackson herd, like other moose herds in northwest Wyoming, has been in decline for the past 12-15 years and wildlife managers hope this study will provide answers.

Another aspect of the study is habitat selection and movements of moose adjacent to US 26/287, which is currently under construction in the Buffalo Valley area. WYDOT has contributed \$50,000 to help make the study possible.

"WYDOT's primary goal with the GPS collars will be gaining information to help us evaluate moose movements relative to right-of-way fences, existing vegetation and clear zones," said District 5 Public Involvement Specialist Cody Beers. "This moose movement study should help us learn about how moose use areas near highways, and we hope to gain valuable information about how the moose in Buffalo Valley



Photo by Mark Gocke

Wyoming Game and Fish Wildlife Veterinarian Terry Kreeger prepares to shoot a tranquilizer dart in the rump of a cow moose near Moran earlier this winter.

react to this highway improvement project."

Moose were darted from a helicopter, then approached by biologists on the ground as the immobilization drug took effect. Once immobilized, a number of tissue samples and data were collected to assess the animal's health. By analyzing all of these indices, researchers will be able to estimate individual fitness and overall herd health. The whole process would take approximately 15 to 20 minutes for each animal.

Overall, the moose appeared to be in relatively good shape, although rump fat was slightly lower than the previous two years, said Scott Becker, University of Wyoming graduate student in charge of carrying out the study. These animals put on their body fat during the summer and fall months and last summer was somewhat drier than the past two, which may explain the lower body fat.

"Having this many collared animals, of both sexes, should give us a more comprehensive look at the herd, while providing managers with important habitat selec-

tion information adjacent to the roadway," Becker said.

"During the next phase, we will continue to monitor survival and reproduction while evaluating moose use of specific summer habitats, including the use of areas burned during the 1988 fires."

Game and Fish has steadily reduced the number of hunting permits in the Jackson moose herd unit from a high of 495 in 1991 to just 55 in 2006.

"To this point, our only tool to help this herd has been to reduce the hunting pressure," said Jackson Wildlife Biologist Doug Brimeyer. "We've been reducing the number of permits in the Teton Wilderness hunt areas for well over 10 years now, but the population has continued to decline.

"However, this past year we did see a slight increase in calf production with a greater occurrence of twinning, which is encouraging. We saw this in adjacent moose herds as well. We're hoping it's the start of an upward trend for the herd."

A similar moose study is taking

**Moose, cont'd on Page 14**



## Alvin F. Bastron

Alvin F. Bastron, 79, of Cheyenne, died March 20 at Cheyenne Regional Medical Center.

He was born April 9, 1927, in Cheyenne.

He served in the Army during World War II. He also was a first lieutenant with the Air Force during the Korean conflict.

He worked for the Wyoming Highway Department from November 1946 until April 1980. He served as director of the Wyoming Recreation Commission from 1980 to 1987.

He is survived by his wife, Ella, whom he married in 1950; one granddaughter; and two great-grandchildren.

Memorials may be made to Trinity Lutheran Church of Cheyenne, or a charity of choice.

## Linda Roccabruna

Linda Roccabruna, 94, of Rock Springs, died March 23 at the Castle Rock Convalescent Center in Green River.

She was born July 20, 1912.

She was married to Olindo Roccabruna in 1935.

She is survived by one daughter, Carol Kaumo of Rock Springs; a son, Gene "Rocky" Roccabruna, retired WYDOT director, of Cheyenne; 10 grandchildren; and 19 great-grandchildren.

Friends may contribute to A Bridge to the Future, in care of Young at Heart Senior Citizen's Center, 538 Pilot Butte Ave., Rock Springs, WY 82901; or Holy Spirit Catholic Community, P.O. Box 6038, Rock Springs, WY, 82902.

## Roger R. Griego

Roger Robert Griego, 53, of Cheyenne, died March 22 at his home.

He was born Oct. 2, 1953, in Cheyenne.

He served in the Marine Corps and the Wyoming Air National Guard. He worked as a pipe fitter and plumber for the Veterans Affairs Medical Center in Cheyenne.

He is survived by his wife, Antonia, whom he married on Aug. 7, 1987; three sons, Roman Griego, Michael Rains and Jay Lorenz, all of Cheyenne; two daughters, Elizabeth McCulloch and Kristin Griego, both of Cheyenne; a brother, David Griego of Utilities in Cheyenne; a sister; and six grandchildren.

## James E. McKinnon

James Edward "Jim" McKinnon, Sr., 81, died April 12 at the VA Medical Center in Cheyenne.

He was born March 16, 1926, in Westcliffe, Colo.

He was a courier for Federal Express, and served in the Navy during World War II and the Korean Conflict.

He married Elizabeth on June 2, 1947.

He is survived by a son, James E. McKinnon, Jr. of Construction Staff in Cheyenne; two daughters, Judy Allard and Lisa Wilson, both of Fort Collins, Colo.; a sister; five grandchildren; and two great-grandchildren.

Friends may contribute to the First Christian Church Kitchen Fund, 219 W. 27th Street, Cheyenne, WY 82001.

## Lulu M. Steege

Lulu M. "Lou" Steege, 81, of Cheyenne, died April 17 at Cheyenne Healthcare Center.

She was born April 24, in Broomfield, Colo.

She retired in 1979 from the Wyoming Highway Department where she worked as a server in the cafeteria.

She is survived by three daughters, Debbie Richardson of Cheyenne, Janice Hudak of Fort Collins, and Bonnie McAfee of Lander; three step-children; nine grandchildren and nine great-grandchildren.

Friends may send contributions to St. Paul's Lutheran Church.

## Debra L. Reimer

Debra L. Reimer, 45, of Cheyenne, died April 12 in Cheyenne.

She was born Oct. 1, 1961, in Denver. She was a member of United Methodist Church, WYDOT's Roadmasters Toastmasters club and the Red Carpet Committee. She was also an active member of the WTDEA.

She worked as marketing director for WyHy Credit Union.

She is survived by her companion, John Rocco of Cheyenne; daughter, Brianna Reimer of Cheyenne; and a brother, Craig Reimer of Blue River, Ore.

Friends may contribute to Davis Hospice Center.

## Moose, cont'd from Page 13

place in the Snowy Range west of Laramie. This moose population is relatively new to Wyoming, expanding into the Snowy Range from a moose introduction effort in northern Colorado.

"They seem to have a thriving population down there, which is common for a herd that is pioneering into quality habitat," commented Brimeyer. "And it could be that our herd simply reached the habitat's carry capacity in the 1990s and then experienced lower reproduction and lower survival, all of which were

likely made worse by the effects of predation."

"The bottom line is, that we still have a lot to learn about this moose population," Brimeyer said. "We know that predators are killing some moose, but we also learned from previous research on this herd that moose are dying from other factors as well. Being able to monitor this many animals should give us a clearer picture as to what's going on."

*Story by Mark Gocke, public information specialist for the Wyoming Game and Fish Department.*



# Employees gain 5.5 percent

CHEYENNE — All permanent and probationary WYDOT employees hired by June 30, 2007, will see a 5.5 percent increase in base pay in the checks they receive July 31.

The external cost adjustment is the result of a 3.5 percent increase approved by the 2006 Legislature and an additional 2 percent increase approved by the 2007 Legislature.

If, after the increase in base pay, an employee's salary is below the 2007 market average pay for their job classification, their salary will be moved to that average in July, Human Resources Manager Lon Pfau told the annual maintenance supervisors meeting in Casper.

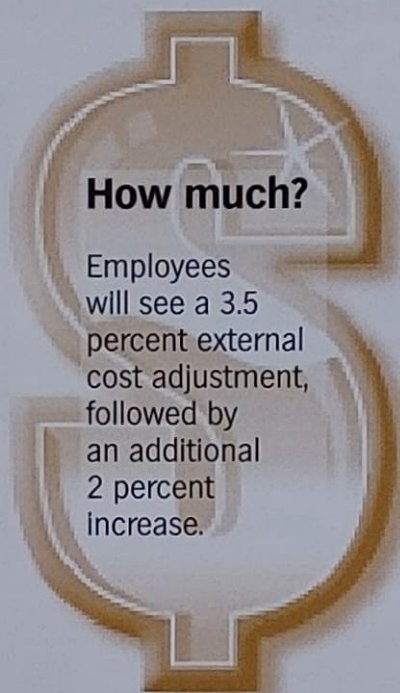
"They have to have two years of service with the state to be moved to market, which is new for us because we've never been able to get to market in the past, it's always been 90 percent or 89 percent," Pfau said. "When an employee reaches their two-year point we will move them to market."

Permanent and probationary employees with fewer than two years of service whose base pay, including the 5.5 percent increase, is below the 2007 market entry pay level will have their salary raised to that entry level in July.

The 2007 market pay figures are being reviewed and are expected to be posted on the state Web site at <http://personnel.state.wy.us> this month.

"We're going to review them with A&I (the Department of Administration and Information) and tell them if we see any problems," Pfau said. In addition to the review by WYDOT Human Resources and executive staff, the market numbers will be scrutinized by the state Employee Compensation Commission and the governor before they are posted.

The Employee Compensation Commission makes recommenda-



tions to the governor on compensation issues, and Pfau said it can consider questions such as why market pay adjustments are applied after base pay increases, or only after two years of continuous service. The commission members are Sen. Ray Peterson, Rep. Monte Olsen, Ed Prosser, Paula Harris and Cynthia Pomeroy.

Pfau also told the supervisors all equity pay adjustments and reclassification of staffed positions are frozen until July 1. "Their rationale is they want to lock the budget in so, come July, they have good numbers to work with on the equity and market movement," he said. "But we can still reclassify vacant positions."

A&I also is re-evaluating in which counties the state can pay employees housing allowances to compensate for high housing costs. Currently the allowances can be paid in Teton and Sublette counties, and Pfau said there are some indications the cost of housing in Campbell and Sweetwater counties has reached the threshold for

assistance.

A&I also is rewriting compensation policy and the performance appraisal process.

"They are going to start by doing something called KSAs - knowledge, skills and abilities," Pfau told the supervisors. "You all have started already doing that with your IDPs, so you're a step ahead of most of the other agencies."

IDPs are individual development plans, a tool in the "roll-out" phase at WYDOT in which supervisors talk with employees to create a plan for the employees to develop their skills, advance their program's mission, and reach their career goals.

Pfau said the attorney general was expected to issue his opinion by the end of April on the constitutionality of a new law providing assistance for retirees participating in the state health insurance program. The law would give retirees monthly assistance in paying their insurance premiums at a rate of \$11.50 per year of service, up to a maximum of \$345 per month.

After the retirees become eligible for Medicare at age of 65, the assistance would drop to \$5.75 a month per year of service, up to a maximum of \$172.50. So far, funding for the assistance is budgeted only for the year ending June 30, 2008.

Looking at all the changes on the horizon, Pfau said they are positive steps in the right direction. "We have really never been at the market pay average," he said. "We were close in our old step plan, but this moves people to market without having to go through a step plan. I think that we should thank the governor, legislators, Compensation Commission, and A&I Human Resources for helping us make some progress."

*Story by Dave Kingham, assistant manager for Public Affairs.*



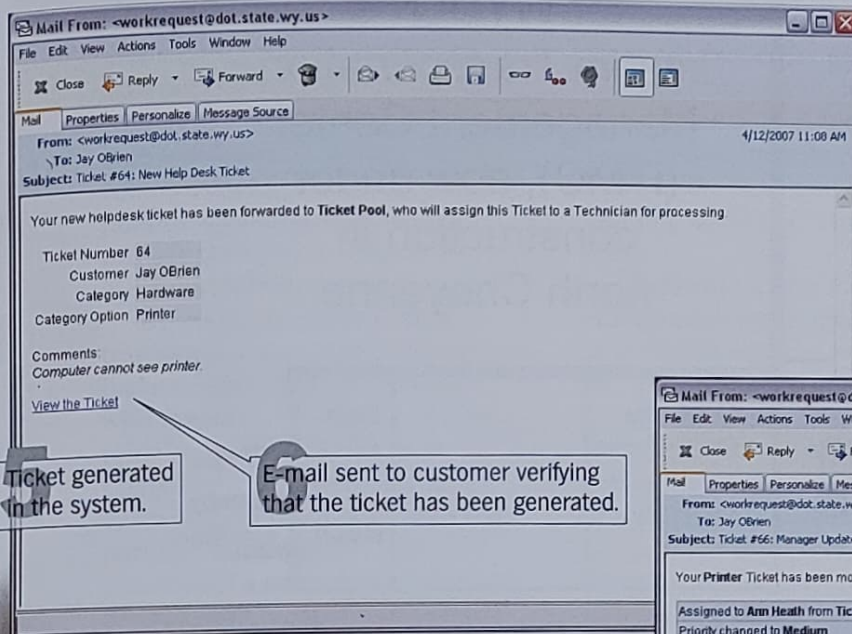
# Help Desk is on the way

New IT work request form replacing Heatmail, to launch this summer

Easy login: Desktop icon will take customers, or WYDOT employees, directly to login. Customers simply use Novell user name and password to sign in.

Easy ticket creation: Customer navigates to the problem with drop-down menus, writes a brief description of the issue and submits.

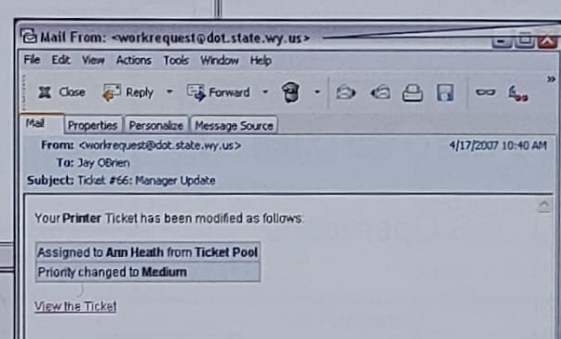




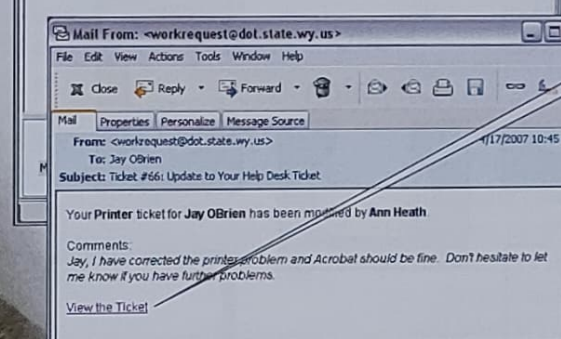
1 Ticket generated in the system.

2 E-mail sent to customer verifying that the ticket has been generated.

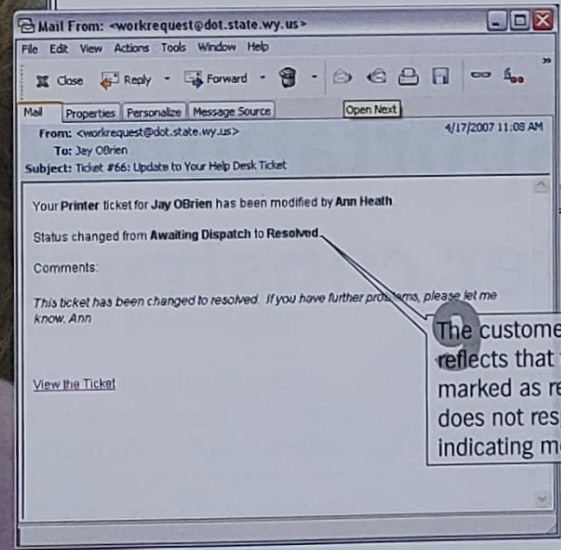
Note  
Certain issues will be assigned to specific people in IT who are experts in that area.



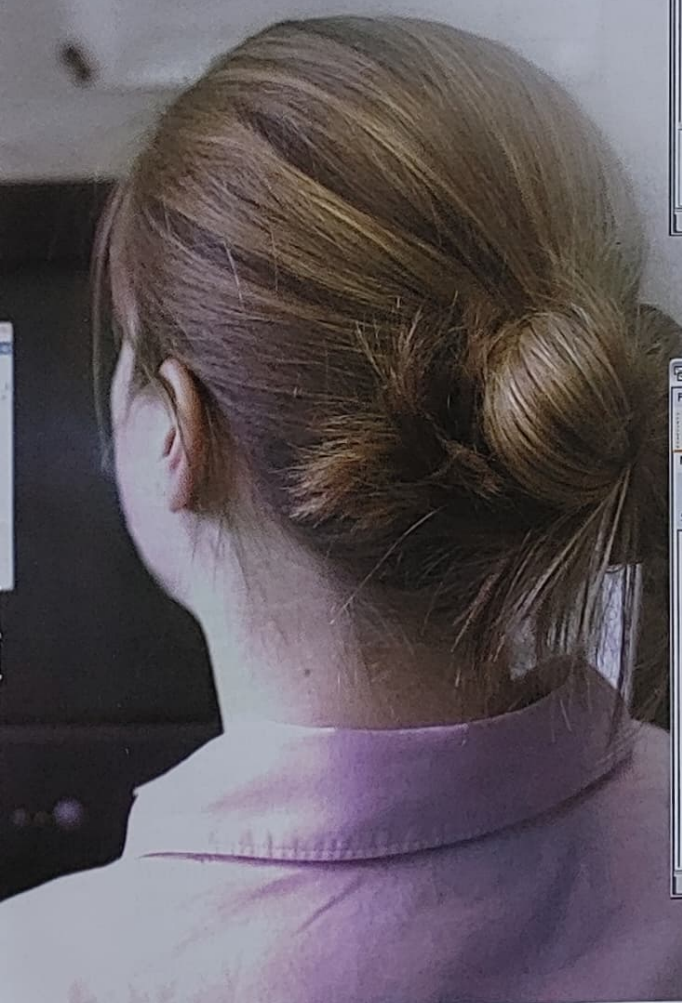
3 Each time the ticket is updated, the customer will receive an e-mail with that information. The e-mail to left verifies that the customer knows which person in IT has been assigned to their ticket.



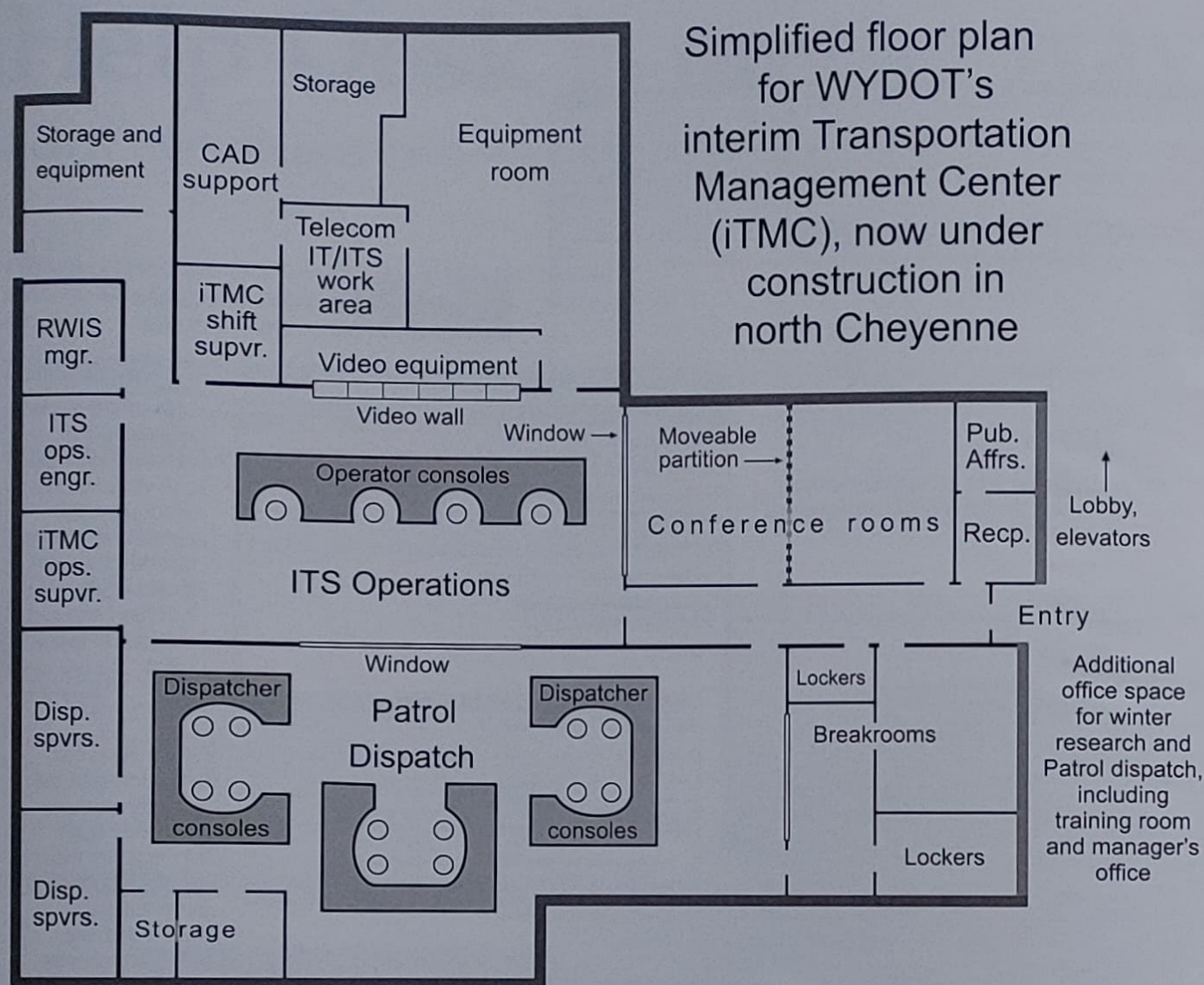
4 When a ticket has been addressed, the customer receives notification again. The customer then has the opportunity to link back to the ticket and update whether the problem has been resolved.



5 The customer will get an e-mail that reflects that the ticket has been marked as resolved if the customer does not respond to a ticket indicating more help is needed.







Graphic by Bruce Burrows

# Transportation Management Center construction begins

CHEYENNE — Construction of Wyoming's first transportation management center is beginning this month, following a lengthy period of planning and design.

The center will be housed in the former Qwest Building on Yellowstone Road in north Cheyenne, about a mile northeast of WYDOT Headquarters. The remodeling work needed to create the center is scheduled for completion by mid-September.

Acme Construction, of Cheyenne, is prime contractor for the project, based on the firm's low bid of about \$1.72 million. The contract award was made by the Transportation Commission during their monthly meeting on April 19.

A majority of states already have similar centers in operation, mainly to monitor and manage traffic congestion in metropolitan and urban areas. By contrast,

Wyoming's center will be one of the few which focuses instead primarily on rural travel management and information needs.

The vision for a transportation management center in Wyoming can be traced back to the late 1990s, when WYDOT was beginning the development of a strategic plan for its emerging Intelligent Transportation Systems (ITS) effort.

The original strategic plan



document proposed the creation of limited-scale "transportation operations centers" in each of WYDOT's five field districts. One driving force was the increasing inventory of automated roadside equipment, such as Web cameras and dynamic message signs, combined with continually growing public expectation that WYDOT provide timely and accurate traveler information.

By 2003, the concept for a transportation management center had evolved into a single center with functional emphasis, at least initially, on the I-80 corridor. Cheyenne was selected due to the availability of ready technical support and infrastructure, plus the presence of a more dependable and diverse work force and the opportunity to collocate with Highway Patrol dispatch. Another important decision was to develop the center as an internal WYDOT operation, instead of outsourcing it.

Experience in other states has shown that developing a transportation management center tends to be a process marked by the need for frequent updates, changes and refinements. In that light, WYDOT considers the center now being built in Cheyenne to be a first-generation facility which will provide valuable lessons and experiences to be incorporated into a future, second-generation center. Thus, the initial facility is being termed as the "interim Transportation Management Center" (iTMC), with an estimated life span of five to ten years.

The core of the iTMC project

is transforming a currently vacant 10,000-square foot space in the basement of the former Qwest Building, now owned by Wyoming Financial Properties, Inc., to house ITS operators and Highway Patrol dispatchers. (Patrol Dispatch is being moved from its current home in the basement of the Patrol building at WYDOT Headquarters.)

"Collocating with Patrol dispatch makes sense, given the scope of problems with the existing facility. This is an ideal opportunity to bring operations and law enforcement dispatching functions together under one roof," according to Vince Garcia, GIS/ITS Program manager. "We hope to improve communication flow and information sharing between Patrol and Maintenance, particularly when we have weather and crash-related road closures."

Functions of the iTMC will include:

- Road and weather monitoring via ITS devices such as Web cameras, automated weather reporting stations and speed monitors, as well as communication with field district dispatch centers and the traveling public;
- Control and coordination of roadside devices including highway advisory radio, dynamic warning signs, variable message signs, beacons and automated road closure gates;
- Incident detection and urgent situation management for events including widespread road closures due to weather or other phenomena, hazardous material spills,

crashes, avalanches, runaway trucks, emergency vehicle dispatches, Amber alerts and homeland security issues.

- Managing communication with the traveling public via the 511 Travel Information service (telephone and internet components) and direct contacts with media outlets, visitor centers, and truck stops;

- Operational coordination with other transportation agencies including neighboring state DOTs and local public works departments in Wyoming cities and counties.

The ITS operations section will feature a "video wall" which will hold an array of flat screen monitors and a large video projection display. Operators will be able to keep an eye on roadside images and data feeds continuously cycling through from multiple locations around the state. The video wall will also be visible through large windows between the adjacent Patrol dispatch area and an adjoining conference room, which also can be used to give visitors a snapshot of iTMC functioning.

New offices in the basement will host WYDOT's winter research team, and the ERP training room is being relocated from the third floor of the building. In turn, portions of the third floor will be remodeled to house GIS/ITS and ERP financial support personnel.

*Written by Bruce Burrows, public information specialist for Public Affairs.*

## Training at a glance

Here are your training opportunities from WYDOT University and the Transportation Learning Network (TLN) coming up in the next month.

### Date

May 1, 3, 8 and 10  
May 2, 9 and 11  
May 7-11  
May 15  
May 22-25

### Class

Technical Writing  
7 Habits  
New Employee Orientation (NEO)  
The Flexible Leader  
New Supervisor Orientation (NSO)

### Location

Cheyenne  
TLN  
Cheyenne  
Cheyenne  
Cheyenne

To register, or to find out more details, call the Training Program and talk to Jan (777-4790), Wes (777-4791) or David (777-4792). When you call, ask about the videos, books and audiotapes available from the Training Resource Library.



# Hello? Hello?

Cell phone etiquette should be practiced at work.

**W**hat do you do when you hear a cell phone ring? Do you pick up your own phone or do you look around to see whose phone is ringing? Are you expectant, or annoyed?

It may be our human nature to answer phone calls, even in the most inappropriate situations. Before cell phones and answering machines, we learned to answer that call, no matter what we were doing when the phone rang. Those habits seem to have carried over into vehicles, restaurants and business meetings.

At WYDOT, we are aware of the danger that driving and chatting can put us in. But are we using cell phones appropriately at work?

When I searched the Internet for cell phone etiquette, I found pages of opinions on the topic. Last July, etiquette expert Jacqueline Whitmore declared National Cell Phone Courtesy Month. In an interview with David Spark of *Communications Insider*, Whitmore told a story about a woman who entered a confessional in a Catholic church, and paused during confession to take a cell phone call.

"It's not the cell phones that cause the problems, it's the people that use the technology incorrectly," Whitmore said during the interview, which was published online by *Communications Insider* and Sprint.

At work, our own cell phone use can determine how others see us. Whether it's a personal phone or a



**Out West**  
by Kelly Etzel  
Douglas



Illustration by Sharon Van Court

work phone, when it takes precedent over the other person in the room, it becomes a problem.

You can strive to keep your boss, co-workers and others happy by following these common sense rules in business:

**1** Make the people in the room your first priority, especially during meetings. Let the presenter, and the rest of the room know that you are giving them your full attention by tucking away cell phones and personal electronic devices. If you expect an important call or emergency, let the other people in the room know before the meeting starts.

**2** Pay attention to others. If you get one sideways glance from someone, your call is disturbing them. Move at least 10 feet away

from anybody else, tone down your voice, or leave the room to finish the call.

**3** Let the people around you have a chance to escape your conversation. Small offices and waiting rooms aren't the best place for long conversations about Pebbles the dog, or "what happened last night." It is always polite to step outside.

**4** Keep your voice down. Cell phone mouthpieces are very sensitive and can even pick up a whisper. Shouting or just talking loudly on the phone can annoy the person you are speaking with, as well as anyone around you. The shouting can actually be blamed on technology. Cell phones aren't wired like old-style phones, which piped the user's voice into their own earpiece. Instead, the user





## District safety award winners

CASPER — Districts 1, 2, 3 and 5 were recognized for safety during the annual maintenance supervisors meeting in Casper on April 2 and 3. The awards are made based on a formula that includes the number of accidents, both vehicle and injury, along with the number of man hours worked by each district's maintenance, mechanics, construction and traffic crews.

The 2006 Director's Award of Excellence for Maintenance Safety went to District 2, and was accepted by District Maintenance Engineer Calvin Goddard. Districts 3 and 5 tied for the Director's Award of Excellence for Traffic Operations Safety. District Traffic Engineer Tory Thomas accepted the award for District 3, and District Traffic



Photos by Dave Kingham

Chief Engineer Del McOmie, left, and Employee Safety Program Manager Ron Chavez stand with, top, Calvin Goddard and Terry Uhrich; and below, Dave Cooper and Tory Thomas.

Technician Dave Cooper accepted for District 5. The Director's Award of Excellence for Repair Shop Safety went to District 2, and was accepted by District Equipment Supervisor Terry Uhrich. The Director's Award of Excellence for Construction Safety went to District 1, and was accepted by District Construction Engineer Pat Persson.

## Cell Phone Sense

has to guess whether or not they are being heard by the opposite party. A good rule to avoid talking too loudly is to talk softly into your phone, every time. If the person on the other end can't hear, they'll let you know.

**5** Keep private conversations private. Medical problems, credit card numbers and other confidential information aren't meant to be shared with strangers.

**6** Before you choose a ring tone for your phone, imagine your bosses' reaction if that synthesized tune went off during an important meeting. Would your credibility hold up when your phone sings "Fergalicious"? Select accordingly.

**7** If you don't need the phone, leave it behind or turn it off. Traditional methods of passing messages, such as written notes or knocks on the door, still work.

## Kudos

Congratulations to **Sherman Wiseman**, Planning transportation surveys supervisor, for winning the division competition of the Toastmasters International Speech Contest in Casper on April 21.

Wiseman's speech, titled "Torn all to Pieces," won the judges' votes over speeches from four

other competitors who represented Toastmasters groups from Wyoming and western Nebraska. He also won second place in the Table Topics Contest on April 21.

To reach the division contest, Wiseman competed and won at both the club and area levels. He will go on to the Toastmasters District 26 competition on May 12 in Aurora, Colo., where he will compete against division competition winners from Colorado.

He has 19 years of service, all with the Planning Program's transportation surveys section in Cheyenne. He's a founding member of the Roadmasters, a Toastmasters club that began at WYDOT Headquarters in January 2004.



Wiseman



## April service awards

David Cain, Sign Shop – 5 years

John Perkins, Materials-Surfacing – 10 years

Ann Smith, Highway Safety – 5 years

Patricia Wynes, Highway Safety – 10 years



**Jody Brown**, Motor Vehicle Services – 25 years



**Jerry Collicott**, Rigging and Fabrication – 5 years



**Lou Ann Cropper**, Bridge Design – 30 years



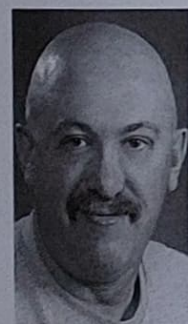
**David Hamilton**, Maintenance Staff – 30 years



**Janis Kotlark**, Engineering Services – 10 years



**Patrick LaCroix**, Right of Way – 5 years



**Chad Mathews**, Photogrammetry and Survey – 20 years



**Neal Perkins**, Planning-Statistics – 25 years



**Steve Narvais**, Materials-Surfacing – 5 years

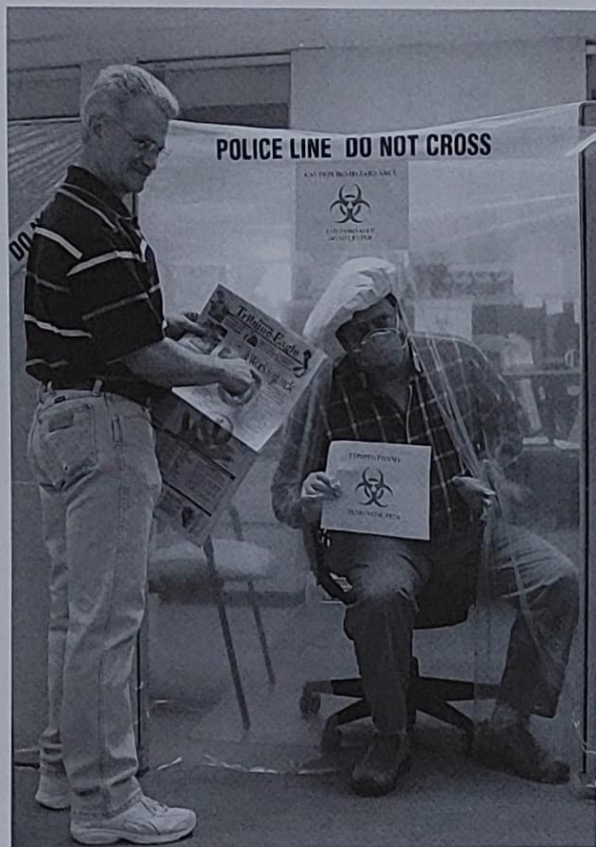


Photo by Kelly Etzel Douglas

## Keeping germs out of the office

**Mike Janicek**, left, and **Tom Carpenter** of Highway Safety pose at Carpenter's cubicle on March 22. Carpenter took a few days off to recover from a cold, and returned March 22 to find his cubicle enclosed in plastic and marked "biohazard."

Janicek, who might be coming down with a cold, too, holds a copy of the *Wyoming Tribune-Eagle*. The newspaper ran a front-page article on March 22 about taking sick time off from work.

## Welcome

**Charles Madden**, Purchasing; **Cherise Deherre-ra**, Office Services; **Paul Andersen**, Telecom; **Deanna Weatherford**, Office Services; **Joelle Washington**, Bridge Engineering Design; and welcome back to **Laura Schei**, Financial Services.

## Goodbye

**Paul Maxim**, ITS/GIS; **Shane Howe**, temporary with Materials-Surfacing; **Ryan Johnson**, Materials-Surfacing; and **Kathleen Hoffman**, Fuel Tax.

## Retirement

**Jon D. Hendrickson**, plumber for Facility Maintenance, retired May 1 with 22 years of service.



## Wilson back on national research committee

Bill

**Wilson**, standards engineer with Engineering Services, is now serving his third term as a member of the Transportation Research



Wilson

Board's committee on roadside safety design.

The committee is made up of researchers from around the globe who are experts in roadside safety issues. They steer ongoing roadside safety research on innovations such as cable guardrail and numerous other roadside safety devices. They also review research papers on the subject for publication. Wilson joined the committee in 2001, and will now serve until 2010. His long service shows Wilson's value to the committee, as the committee is required to turn over one-third of its members each term.

Wilson was hired by WYDOT as a member of the Laramie Design Squad in 1983, and became a full-time engineer with Cheyenne Construction in 1985. He moved to Engineering Services in 1988 and has worked there since. With Engineering Services, Wilson oversees WYDOT's roadside hardware and major architecture projects. He researches the safety features of roadside hardware, and helps the department keep up to federal standards.



Photo by Rick Carpenter

Max Foy, left, and Nels Wallace pose during their retirement party April 2.

## Two retire from Rigging

The Rigging and Fabrication shop lost a collective 68 years of experience on April 2, as **Max Foy** and **Nels Wallace** retired.

Max Foy joined WYDOT as a machinist/fabricator in October 1977. He was promoted to foreman of the Rigging and Fabrication shop in 2004, a position he kept until his retirement. Foy said he likes the fabrication aspect of his job, which allowed him to meet WYDOT employees throughout the state. Lately, the shop has worked more with electronic controls for snowplows and sanders, providing a new challenge for Foy.

"It was fun to learn that new system, and how it works," Foy said. He believes the department will invest in more new technology in the future.

"I think it's just getting started, too," he said.

Foy grew up on his father, Leo Foy's, ranch in Glendo. He moved to Cheyenne, where he worked for Cal Gas and the city of Cheyenne before hiring on to WYDOT.

During his retirement, he plans to continue building street rods. He currently owns two 1933 Ford street rods, which he built "from the ground up."

He and his wife, Merdith, have two children, Nicholle Martin and Aaron Foy.

Nels Wallace is a Cheyenne native, who joined WYDOT in 1967 on the

state maintenance engineer's sign crew. In that position, Wallace traveled around the state, moving signs 20 feet from the roadway to meet new safety guidelines.

In 1969, he joined the Cheyenne maintenance crew. He was promoted to heavy equipment operator while on the crew, and was promoted to state equipment trainer in 1978. Wallace became the asphalt plant foreman for District 1 in 1980, and came to Rigging and Fabrication in 1989.

"It's kind of been fun to work in the same place all these years, and do all those different jobs," Wallace said.

Wallace also continued plowing when needed. He last worked over New Year's weekend in January 2007.

In the future, Wallace plans to continue his home welding business. He also hopes to travel more in his motor home, and maybe take it to a NASCAR race.

His girlfriend is Elaine Smith. His children are Bill, Ann and Mike Wallace of Cheyenne, and Lucas Kidd of Steamboat Springs, Colo.

Both Foy and Wallace received hand-made signs for their retirement during a party on March 29. Foy was given a neon sign that read "Max's Rod Shop," and Wallace was given a reflective sign that said "Wallace Welding." They were sent off by more than 30 people, despite blizzard conditions in much of the state that day.



## April service awards



**Craig Butner**, Cheyenne I-80 Port of Entry – 30 years



**Michael Ginther**, Laramie Traffic – 10 years



**Jay Scheel**, Rawlins Patrol – 5 years



**David Zancanella**, Elk Mountain Maintenance – 5 years

## Welcome

**Steffany Boyd**, Cheyenne I-25 Port of Entry; and **Valerie Cothran**, Cheyenne I-25 Port of Entry.

## Goodbye

**Aaron Temple**, temporary with District Radio Operations; and **George Nuhn**, temporary with Cheyenne Maintenance.



Photo by Kelly Etzel Douglas

Richard Blizzard, left, of the WTDEA State Board, gave a plaque to Jon Olson of Rawlins Construction during the District 1 WTDEA meeting in Laramie on April 5.

## Military service recognized

*Editor's note: The WTDEA is distributing plaques for military service in the Middle East. Look for upcoming stories from WTDEA members and public involvement specialists as more WYDOT employees are awarded for military service.*

LARAMIE — **Jon Olson**, of Rawlins Construction, was awarded by the WTDEA on April 5 for military service in the Middle East combat zones.

Olson, a project inspector for Rawlins Construction, has been a member of the Wyoming Army National Guard for 18 years. He's currently a sergeant first class with the 133rd Engineering Company.

He was deployed to Iraq from January to December 2005 with the 133rd Engineering Company. In Iraq, his unit's job was to build projects, such as roads and culverts, and to provide force protection for U.S. military bases all over the country.

During his deployment, Olson received care packages from the WTDEA, which included a Wyoming license plate with his first name. His boss, Rawlins Resident Engineer **Ralph Tarango**, also gave Olson support while he was gone.

"They really look out for someone who goes over," Olson said.

**Richard Blizzard**, of Cheyenne Maintenance, and a WTDEA State Board representative, gave Olson a plaque that reads, "WTDEA would like to recognize Jon Olson, who has served in the Middle East combat zones. Your sacrifice is greatly appreciated and we support you for your service to our country."

Olson was first hired by WYDOT in 1989 as a temporary employee with Cody Construction. He was hired into a permanent position with Thermopolis Construction in 1991, and transferred to the Materials Lab in Cheyenne in 1993. He went to Rawlins Construction in 1996 and has worked there since.

Olson said his main hobby at home is woodworking; building desks and decorations for his wife, Lori. They have one son, Keith.

Olson is a Wyoming native, and grew up in Lovell. His father, **Richard Olson**, retired as a contract supervisor in Lovell Construction in 1987.



## April service awards



**Kathryn George**, Casper Maintenance – 5 years



**Christopher Sanderson**, Wheatland Construction – 10 years

## Goodbye

**William Rea**, Lusk Maintenance; **James McCranie**, Torrington Traffic Striping; and **Randy Buchholz**, Chugwater Maintenance.

## District 3



Photo by Lon Richardson

## Future WYDOT workers

From left, Broche Walker and Carmen "Sonny" Pitt, students from Lyman High School, participated in Mentoring Day March 7 at the Lyman shop, where Maintenance Foreman **Lon Richardson** gave them a few do's and don'ts for interviewing and dress codes, and an overview of WYDOT compensation. Crew members **Don Beman**, **Bryce Adams**, **Dale Hysell**, **John Walker** and **Greg Cantlin** gave the boys a full exposure of what the maintenance crew does, including checking, replacing and cleaning delineator buttons, trash pick up, fence repairs and snow plow operations. Walker and Pitt are both interested in joining WYDOT after graduation.



## April service awards

**Eugenio Pita**, Rock Springs  
Traffic – 10 years



**Matthew  
Brackin**, Rock  
Springs Patrol  
– 5 years



**Kurt Kuhl-  
mann**, Rock  
Springs Con-  
struction – 5  
years



**Curtis  
Melson**, Rock  
Springs Con-  
struction – 30  
years



**Martin  
Noonan**, Rock  
Springs Patrol  
– 15 years

## Goodbye

**Jerry Goodwin**, temporary with Farson Maintenance; **Kathryn Mickelson**, Jackson Construction; **Leslie Riggs**, Rock Springs Maintenance; **Seth Leininger**, Rock Springs Construction; **Henry Snow**, Jackson Mechanics; **Teresa Strom**, Rock Springs Driver Services; **Carl Peternell**, temporary with Pinedale Construction; **Larry Feuz**, temporary with Jackson Maintenance; **Thomas Easley**, Kemmerer Construction; and **Paula Goodwin**, Evanston Port of Entry.

## Mackinen retires after 20 years

**KEMMERER** – After over 20 years of working for the department, **John Mackinen** hung up his hard hat and safety vest on April 13.

Mackinen joined WYDOT in October of 1984 as what is now a transportation tech 3. He said he became interested in working for the highway department after watching the reconstruction project on US 30/Main Street in Kemmerer.

"It just interested me and I wanted to do it," he said.

Over the years, he has been promoted to transportation tech 1. Through his service with WYDOT, Mackinen said he's seen a lot of progress and has been able to do a variety of tasks and has enjoyed the work.

"Everything that changed seemed to come naturally and presented no real challenges for me. We did what we had to do and that was it," he said.



**Mackinen**

Mackinen said he has no special plans when he retires. To begin with, he'll be quite busy spending time getting caught up on projects around his house, his cabin and mother-in-law's house.

Mackinen, a Kemmerer native, said he chose now to retire because he meets the 'Rule of 85.'

"I've been working consistently since I was 15 years old. I decided it was just time to retire," he said.

He and his wife Diana have two children, MichaelAnne and Shane, and a granddaughter, Sable Sage Abeyta.

## Promotion

Congratulations to **Mark Gray**, who was promoted to heavy equipment operator in Granger.

## Welcome

**Scott Lym**, Evanston Maintenance; **Tracie Talbot**, Evanston Port of Entry; **Kathleen Asay**, Evanston Port of Entry; **Ken Jimenez**, Rock Springs Maintenance; **Jean Dyjak**, Jackson/Afton Driver Services; **Leroy Knight**, Evanston Maintenance; **Anthony Dillman**, Wamsutter Maintenance; **Royal Hicks**, Rock Springs Maintenance; and **James Bucknell**, Rock Springs Mechanics.

## Cradle call

Rock Springs Traffic Supervisor **Wayne Severson** and his wife, Anna, are proud first-time grandparents with the birth of their granddaughter Alleigh Hope Severson.

She was born to Aaron Severson and Jessica Cummins of Green River on Feb. 19. Alleigh weighed 7 pounds, 14 ounces, and was 19 inches long.



**Severson**



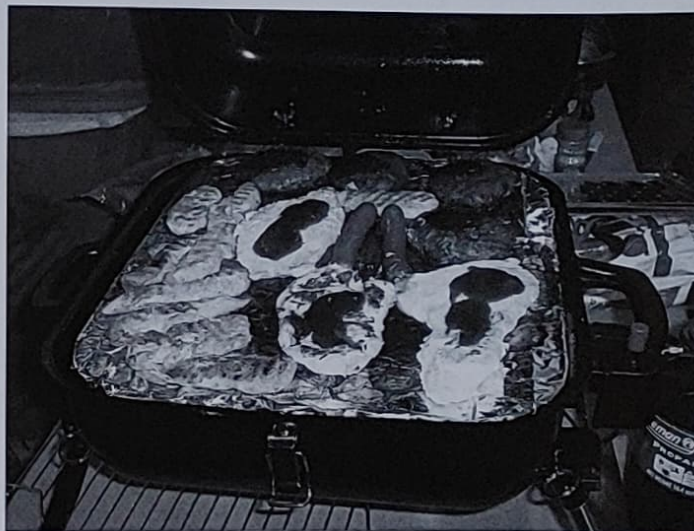


## Impromptu barbecue

The overweight loads office wasn't open when Anderson Trucking Services of St. Cloud, Minn. was stopped with an incorrect permit at the Kemmerer Port of Entry on April 17. The seven-member crew was transporting two windmill towers with two trucks and four pilot cars. They had begun their journey on the west coast and were destined for Nebraska.

Stuck overnight, the crew made the best of the situation by setting up a barbecue that fed everyone on site.

The crew cooked up chicken, potatoes, veggies, homemade tea and garlic toast for between 15 and 30 people at the port. They used the truck's generators to power the electric appliances. There were no flammable containers on the site. Port Inspector **Mark Ristau** said the good-natured group planned to barbecue every night they had clear weather during the trip.



Photos by Mark Ristau

## District 4

### Welcome

**Jacob Rae**, Buffalo Construction; **Korby Collins**, Sheridan Maintenance; and **Malcolm Shepard**, Gillette Maintenance.

### Transfer

**Tom Anderson** recently moved from Sheridan Guardrail to Sheridan Maintenance.

### Goodbye

**Forrest Johnson**, Sheridan Patrol; **Jason Hulet**, Buffalo Construction; **James Keller**, Sheridan Maintenance; **Cathleen Hallermann**, Gillette Driver Services; and **Wayne Wrisk**, Gillette Driver Services.



## Retirement

Veteran WYDOT engineer **Paul Johnson** of Buffalo recently retired, capping more than 30 years of service with the agency.

Johnson first worked for the department in 1976 on a construction crew based in Laramie. He later joined the Laramie Design Squad while a student at the University of Wyoming.

After completing his bachelor's degree in civil engineering in 1983, Johnson transferred to Kemmerer, and in 1988, he was promoted to resident engineer at Buffalo.

Johnson, who is originally from Minnesota, graduated from high school in Laramie. He also attended schools in North Dakota and South Dakota.

He continues to reside in Buffalo.



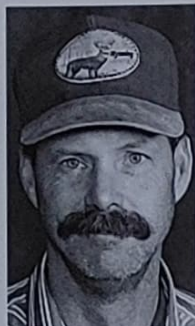
**Johnson**

## April service awards

**Zachary Armstrong**, Buffalo Mechanics – 5 years  
**Steven Brantz**, Sheridan Mechanics – 25 years



**Joseph Arzy**, Sheridan Patrol – 35 years



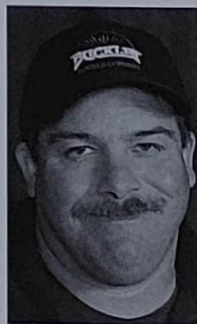
**Robert Betz**, Pole Creek Maintenance – 10 years



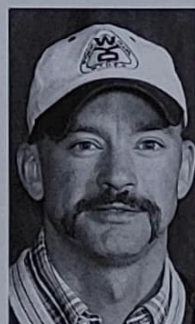
**Edward Golson**, Burgess Junction Maintenance – 20 years



**Laurie Harvey**, Sheridan Construction – 30 years



**Frankie Horsley, Jr.**, Sheridan Maintenance – 5 years



**Michael Kobielusz**, Sheridan Maintenance – 5 years



**Gerald Wanke**, Gillette Mechanics – 5 years



**Scott Waugh**, Hulett Maintenance – 25 years

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## District 5

### Welcome

**James Jones**, Lander Mechanics; and **William O'Brien, Jr.**, who was rehired as a special classified for the construction season with Dubois Engineers.

### Goodbye

**Walter (Steve) Braten's** last day as a temporary with Cody Maintenance was March 31, due to the end of the season for plowing on the Chief Joseph Highway in Sunlight Basin. **Rita Ferrell**, clerk for District 5 in Basin, left on May 13. Goodbye also to **Shawn Wilson**, Lander Maintenance.

### April service awards



**Cheryl Argento**, District 5 Radio Operations – 20 years



**Chad Wells**, Dubois Maintenance – 20 years



# Coloring contest winners

CHEYENNE — Congratulations to the winners of the 2007 WTDEA Easter Coloring Contest.

Winners in the 1 to 3-year-old group are, first place, Riley Milburn, son of Greg Milburn, Materials; second place, Jonah Rigg, son of Kirsten Rigg, Internal Review; third place, Kayla Ketterling, daughter of Kent Ketterling, Maintenance Staff.

Winners in the 4 to 6-year-old group are, first place, McKenzie Boltz, daughter of Alicia Boltz, Project Development; second place, Michael Schlesenser, son of Ronald Kaiser, Geology; third place, Courtney Conrad, daughter of Jamie Conrad, Aeronautics.

Winners in the 7 to 9-year-old group are, first place, Tim Hamilton, son of Kathy Trukositz, Bridge; second place, Trace Ketterling, son of Kent Ketterling, Maintenance Staff; third place, Robert Wenger, son of Kathy Wenger, Engineering Services, and Bryan Wenger, Equipment.

Winners in the 10 to 12-year-old category are, first place, Ashley Sampson, daughter of David Griffin, Engineering Services; second place, Austin Conrad, son of Jamie Conrad, Aeronautics; third place, Tabby McMillion, daughter of Mac McMillion, Facility Maintenance.

Thanks to all the 33 participants, the panel of impartial judges, and to Audrey Hobbs and Merri Burkett for donating some of the prizes!



First place in the 7 to 9-year-old group is Tim Hamilton, son of Kathy Trukositz, Bridge.

The 10 to 12-year-old winner is Ashley Sampson, daughter of David Griffin, Engineering Services.



The 4 to 6-year-old group first place winner is McKenzie Boltz, daughter of Alicia Boltz, Project Development.



First place for 1 to 3-year-olds is Riley Milburn, son of Greg Milburn, Materials.



# John Boltz Memorial Golf Classic moves to Worland

WORLAND — Attention all golfers and wannabe golfers! The John Boltz Golf Classic (JBC) is once again scheduled for this year. This year's event will be held July 14 at the Green Hills Golf Course in Worland. This is the third year that the Worland Engineering Office has hosted this tournament, and the number of participants has steadily grown to the point that the crew had to make a switch from the Ten Sleep Golf Course to the one in Worland.

"The participation in this event has been steadily climbing, and with the limited number of golfers we could allow to play due to Ten Sleep course size, the change in courses is necessary," said Kent Smith of Worland Engineers, who coordinated the event.

Ten Sleep's course is only a nine-hole course. The Green Hills Golf Course in Worland offers 18 holes of 6,052 yard, par 72 golf that basically doubles the number of golfers that can be on the course.

"The last two years, we were limited to only allowing 72 golfers on the course at one time," Smith said. "We had our 72 golfers signed up by the middle of May last year and had to turn away people wanting to play. By moving to Worland this year, we take out the limits on the number of golfers we can allow."

This tournament is also the main fund-raiser for The John Boltz Memorial Scholarship that friends and family of John have established. All proceeds from the tournament will be given out in scholarship money to a graduating senior from both Worland and Ten Sleep. Last year's tourney raised \$2,000, which will be given out this May to graduating seniors.

Once again, the tournament will have two-person teams signing up.



District 5 Public Involvement Specialist Cody Beers putts during last year's tournament.

Those teams will then be placed into either the "A" flight or "B" flight, based on the team's handicap. The two-person teams will then be used to form four-person teams using a blind draw. This draw will pair an "A" flight team with a "B" flight team. After a shotgun start, teams will use a scramble format throughout the day. There will also be several "special surprises" during the round, just to keep things fun and interesting. Entry fees for this year's tournament will remain at \$50 per golfer. This fee will include green fees, cart, all-new JBC T-shirt, a catered Barbecue, and a donation to the Scholarship Fund.

There will be prizes on selected holes throughout the day, and also door prizes given away at the end of the tournament, as well as numerous silent auction items to bid on. There will also be the usual refreshment carts circling the course dispensing water, soda, snacks and other liquid refreshments. All pro-

ceeds from the silent auction items and the refreshment carts will go into the Scholarship Fund.

As with the previous year's event, there will be a catered Barbecue after the tournament for all participants and their families. Door prizes donated by local businesses around the Worland area will be given out during the barbecue. Numerous awards will also be given out for the best and worst shots of the day. The crew would also like to welcome any individuals or organizations to donate any items for door prizes or silent auction items.

For more information contact Kent Smith or Dan McAfee in the Worland Engineers Office at 347-2822. An entry form will be printed in next month's *Interchange*, or you can request one by e-mailing Kent at [Kent.Smith@dot.state.wy.us](mailto:Kent.Smith@dot.state.wy.us).

*Story by Kent Smith, Worland Engineering.*



## Someone you should get to know:

### Tina Thomas

If she is not walking laps around the Headquarters complex, Tina Thomas is taking care of many things for the Highway Development Program and the Highway Development



Thomas

Engineer, Paul Bercich. Although she has been at WYDOT for a brief time, Thomas has become comfortable as an administrative assistant as well as a MicroStation (CADD) instructor at LCCC for WYDOT employees. She also became an instructor for the new ERP program when and before it went live. Now that the system has gone live, she spends a bit more time helping folks learn how to make the system work for them and occasionally teaches some classes. She also spends time doing various jobs when needed for Utilities and Engineering Services as well as helping out in Project Development. In her short time here at WYDOT, Thomas comments, "...I love my job and the family of WYDOT employees...I can't think of any other place I'd rather work!"

Tina has also jumped feet first into the WTDEA organization after being persuaded into becoming the Highway Development/Project Development/Engineering Services representative. She has come

to enjoy WTDEA as she feels it is a great program that does a lot for employees and their families. She also foresees great things in the future for WTDEA and hope she can continue to be a part of it.

During her childhood years, Thomas moved around due to her father being in the Army. She was born in Nürnberg, Germany and has also lived in Okinawa, Japan. In between trips overseas, her family spent some time in California, Kentucky and Washington, but she feels that home is Cheyenne, where she has lived for the past 18 years.

She has been married to Don for 21 years. They have five children: Donja, who lives in Kentucky; and Michael, Keith, Bryon, and Taylor, who all live in Cheyenne. Don and Tina have 16 grandchildren, eight girls and eight boys. Thomas' mother, Pat, lives with her. Thomas also has an older sister, Ruth, who lives in Washington.

Playtime for the Thomas' includes camping, fishing, home improvement and time spoiling the many grandchildren. She also enjoys scrapbooking, sewing and learning new interests such as golfing.

*Story by Carla Mlinar, Project Development.*

*"Someone you should get to know" is written by WTDEA members. Look for stories about more WYDOT employees in upcoming editions of the Interchange.*

# April Calendar Numbers

**Calendars** are \$10 and all proceeds benefit the WYDOT Employee Relief Fund. Drawn numbers will be placed back into the pot, giving you a chance to win even more money. If your number is drawn on a weekday, winnings are \$10; weekend, \$25; holidays, \$100. If the holiday happens to fall on a weekend, winnings are \$125. Contact your WTDEA State Board Representative to buy a calendar.

April 1	1444
April 2	1700
April 3	1023
April 4	412
April 5	1125
April 6	531
April 7	1001
April 8	1420
April 9	965
April 10	1682
April 11	954
April 12	1426
April 13	532
April 14	129
April 15	940
April 16	86
April 17	1429
April 18	1687
April 19	924
April 20	788
April 21	118
April 22	210
April 23	1006
April 24	1692
April 25	807
April 26	1004
April 27	945
April 28	190
April 29	1406
April 30	1019

## WTDEA store

Contact Tina at 4486 for **Therma Tex gloves**.

**Vinyl Cling American Flags** are \$3 each. Call Tina at 4486.

**Cookbooks** are \$10. Call Barb at 4493.

**WTDEA hats** are \$13 each, or \$15 for members. Contact Cheryl McGee.

WTDEA is selling **shirts** for the District 4 Scholarship Fund. Contact David Johnson via e-mail.



An aerial photograph of a winter scene. A snow-covered road winds through the landscape. To the left of the road is a small, irregularly shaped pond with brownish water. Several trees are scattered throughout the scene, some with snow on their branches. In the upper right, there are some buildings, possibly a farm or a small town. The overall scene is a quiet, cold winter day.

# Interchange

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